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Volume 3 Number 4, 1992

MUNITIMES

F Line Construction Begins

Historic Streetcars to Run on Market Street

Muni's F MARKET Historic Streetcar line moved closer to reality in June when construction began in the Upper Market area. The F line was conceived in the early eighties as part of the City's Market Street Transit Thoroughfare Project, which called for the rehabilitation of Market Street as a primary public transit corridor, with four lanes of public transit and restoration of year-round streetcar service. The popularity of Muni's summer Historic Trolley Festival featuring vintage streetcars from around the world, which started during the Cable Car System Rehabilitation Project and ran from 1983 to 1987, further demonstrated the appeal of supplementing public transit on Market Street with an historic streetcar line.

Photo: Carmen Magaña

Cars similar to Muni's own 1040 will provide much of the service when the F line opens.

The reconstruction of lower Market Street took place in several stages from 1984 to 1989 when old overhead lines were replaced, new track was laid, and boarding

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Dear Rider,

My apologies for the lateness of this issue of the *Muni Times*. Due to funding problems, we were forced to combine two issues into one. We then stopped the presses, knowing that events in the City's budget crisis might make some of the information we were bringing to you obsolete. It is my aim to give you the most up-to-date information possible, taking into consideration production delays and minute-to-minute changes in the budget process.

I last talked to you in the winter 1992 issue of the

Photo: Carmen Magaña

Muni's general manager, Johnny B. Stein

Muni Times. Since then, many things have happened. Mayor Frank Jordan took office, over 225 Muni employees retired as a result of Proposition A's Early Retirement Provision, and the City deficit loomed larger, necessitating a Muni fare increase. Now the state's budget crisis requires a $93 million cut citywide from San Francisco's budget, which means layoffs and temporary work furloughs for Muni employees.

Please read the lead story "PUC/Muni Avert Fare Increase/Service Cuts" to learn more about the City budget as it pertains to Muni. This issue also includes stories with information on improvements to the Mission Corridor, the new articulated trolley bus, and construction on the F Market line.

If you have questions or comments about any of these stories or any Muni programs, please let me know.

Johnny Stein
General Manager

Neighborhood News

An Eye on the Mission Corridor

Mission Street, from the downtown area to Daly City, is one of Muni's busiest corridors. The 14, 14X, 14L and 49 lines carry heavy passenger loads with buses at full capacity most of the time. In an effort to improve public transit in both the inner and outer Mission areas, the following service enhancements are underway:
1) A project to replace the OVERHEAD WIRE AND POWER SYSTEM on Mission Street begins this summer, with a scheduled completion in 1994. Once the project is finished, delays in service due to overhead

Photo: Gretchen Hildner

Mission Street at 24th.

problems will decrease significantly; 2) On June 20th, Muni began using larger ARTICULATED DIESEL BUSES on the 14X and 14L lines to accommodate more passengers; 3) the REHABILITATION OF POTRERO DIVISION is scheduled for completion later this year. After that time, service reliability will improve on Mission Street because more buses will be deployed from Potrero, and they will have less graffiti as a result of increased security at the Potrero bus yard; 4) more new OPERATORS will be hired by the end of 1992 to fill EARLY RETIREMENT vacancies so that there can be a full schedule of buses along Mission Street;
5) In 1993, Muni's new high-passenger-capacity ARTICULATED TROLLEY BUSES will go into service on the 14 Mission.

Other minor Mission Corridor service improvements include the extension of certain 14-Mission runs that terminated at Persia Avenue to Daly City and a change in traffic flow from the outer end of the 14 line at Top of the Hill Daly City from a clockwise to counter-clockwise direction.

PUC/Muni Avert Fare Increase/Service Cuts

Mayor's Office Approves Transfer of Surplus Funds

The state's budget woes swept into San Francisco last month, necessitating $93 million in cuts throughout the City. The PUC/Muni's share of those monies is estimated to be approximately $9 million, to be achieved through layoffs, work furloughs and transfers and surplus funds from the Water Department and Hetch Hetchy.

The Mayor's Office, with the concurrence of the City Attorney, approved the transfer of surplus funds to avoid another Muni fare increase and widespread service cuts.

The Board of Supervisors had last summer approved an increase in Muni fares effective August 1st as part of the Mayor's proposal to offset the City's multi-million-dollar deficit. The August 1st Muni fare schedule remains:

Adult: (18-64)	**$1.00**
Senior/Disabled:	**25¢**
Youth:(5-17)	**25¢**
Fast Pass:	**$32**
Discount Pass:	**$5.00**
Youth Pass:	**$5.00**
Cable Car (Adult):	**$3.00**
Cable Car (Youth):	**$1.00**
Cable Car (Senior/Discount):	**$1.00**

At that time, the Board approved the sale of a new half-monthly adult pass and 90-cent tokens, which will go on sale in January 1993. The half-monthly pass will be good from the 1st to the 15th and the 16th to the end of each month at a cost of $16, or half the monthly Fast Pass price. Passengers will be able to purchase 90-cent tokens in lots of ten or twenty, giving them a break off the $1.00 adult fare.

As another benefit for Muni passengers, a Muni monthly pass is good for the first three days of the following month. The three-day grace period does not apply to use of the Fast Pass on BART.

The August 1st fare increase is expected to garner over $6 million annually for the City's coffers.

New Articulated Trolley Coach Comes to San Francisco

Prototype at Muni for Testing

A prototype of Muni's new articulated trolley bus arrived at Muni in June for review. The bus, manufactured by New Flyer Industries of Winnipeg, Canada, will remain in San Francisco for several months for evaluation and examination. The bus has undergone extensive engineering tests and will be in revenue service for additional evaluation on a number of different trolley bus lines.

Photo: Kurt Wong

Muni's new articulated trolley coach. This prototype, seen at Potrero Division, will undergo several months of testing.

Among the lines passengers can expect to see the articulated trolley bus on are the 1 California, the 14 Mission, the 30 Stockton and the 49 Van Ness-Mission. Each of these lines has unique features that lend themselves to evaluation of how well the new bus will operate. For example, the 1 California is hilly and the 14 Mission has frequent stops and the highest passenger load of any trolley bus line.

Once Muni evaluates the prototype, Flyer Industries will incorporate any necessary changes and go into full production on the building of 60 articulated trolley buses, scheduled for delivery to Muni in mid-1993.

Muni's new articulated trolley buses will have two separate driving motors to operate both the middle and rear axles. The motors are designed to provide plenty of power and good acceleration in San Francisco's hilly terrain, while giving passengers a smooth ride. The

continued below, at right

Russian Disabled Community Leaders Tour Muni

Photo: Gretchen Hildner

Russian disabled leaders during their visit to Muni.

In March, ten leaders from the disabled community of the former Soviet Union toured Muni, learning about Muni's accessible fixed route and paratransit services, as part of a tour sponsored by Access Exchange International, a non-profit agency that promotes accessible transit in less-developed countries.

According to Tom Rickert, founder of Access Exchange International, and former manager of Muni's Accessible Services, Muni and San Francisco are key examples internationally of how accessible transit can work in major cities. In recent months, for example, Muni accessible services have been examined by visitors from Algeria, Mexico Japan, and Russia. Access International has also been invited to visit cities in Mexico, Honduras, Russia and Croatia to make presentations on accessible transit.

"Most severely disabled persons in Africa, Asia, Latin America and Eastern Europe," explains Rickert, "are confined to their homes and unable to get around because none of the services we take for granted at Muni are available – no lifts on buses, no access to trams and no door-to-door van or taxi services." For info on Access Exchange International, call 661-6355.

Photo: Kurt Wong

100th anniversary of electric streetcar operation in San Francisco.

Thanks for the Memories!

100th Anniversary of SF Streetcar Operation Lauded

In April, Muni celebrated the 100th anniversary of electric streetcar operation in San Francisco with a birthday party featuring a parade down Market Street with marching bands and historic streetcars with local and state dignitaries as passengers.

In these hard budgetary times, the event could not have been such a great success without the generous support of Muni's private-sector friends. Thanks to Breda Costruzione Ferroviarie, the builder of Muni's new light rail vehicles, Morrison Knudsen Engineers Inc., who are rehabilitating 20 old PCC streetcars for Muni; the Pacific Coast Chapter of the Railway and Locomotive Society; The Emporium; The San Francisco Shopping Centre; the Market Street Railway Company; and Gannett Advertising for their time, dollars and expertise.

In addition, California Senator Milton Marks, who appeared with Mayor Frank Jordan in the parade on the Blackpool, England, Boat Car presented Muni with a special commendation from the State Senate Rules Committee to commemorate the 100th Anniversary Celebration. The commendation was signed by Senator Marks and Rules Committee Chair David Roberti.

Senior Action Network Applauds Muni

First Awards Handed Out

The Senior Action Network is a group representing seniors who had been unhappy earlier this year with the performance of some Muni drivers who were failing to pull their buses to the curb. The Network now reports that their Muni Good Driver Report Card Program has turned up three winners.

The Senior Action Network presented the awards in June to operators Claudine Goode, Guillermo Perez and Thomas Varsanyi for receiving the highest number of good Muni Report Cards in the first quarter — the months of March, April, and May — of the program.

The Senior Action Network began the Muni Good Driver Report Card Program, a quarterly awards program, in March to encourage Muni drivers to be sensitive to the transit needs of seniors. In the first quarter, the network collected over 200 "good" cards. Of those 200, approximately 40 reported excellent results while most of the others were positive. The Network works with the Transport Workers Union, Local 250 A, to develop a list based on the report cards and determine which drivers have received the highest number of accolades.

Congratulations to Muni drivers Goode, Perez and Varsanyi for their excellent driving skills and sensitivity to seniors. For more information about the Senior Action Network's Muni Good Driver Report Card Program, please call 863-2033.

Rules of the Ride

Bicycles are not allowed on Muni vehicles. Other large objects may be allowed on at the discretion of the operator. Muni operators may refuse to allow articles on board that could create a nuisance or cause harm.

Did You Know

"Limited" coaches operate over a whole line, such as the 14L or 38L, but do not make all stops. Most limited-stop services run on weekdays during the daytime, but the 14L also operates on Saturdays. If you see "Limited" or "L" on your bus, make sure you know where it stops or you may go out of your way.

On the Move

Owl Service Changes

Muni's Owl Service, (service provided between 1:00 a.m. and 5:00 a.m.) has undergone some changes.

As of June 20, 1992, all Owl Service is every 30 minutes with timed-transfer and short-wait connections scheduled at many transfer points to enable transfers between Muni lines to be made as easily as possible. New Owl Service is being provided on the 24 Divisadero and 91 Owl lines, and there are route changes on the 90 Owl and N Metro Owl lines.

Owl service on the 15 Third and 45 Union-Stockton has been discontinued and replaced mostly by the 91 Owl. Owl service on the 31 Balboa has also been discontinued. Riders may use either the 5 Fulton or 38 Geary Owl service, both of which have half-hourly service.

Much of the service on the J and K Metro Owl lines has been discontinued with alternative service provided for much of the J by the new 24 Divisadero Owl. K Metro Owl has been replaced by L Owl service, which has had its frequency increased from hourly to half-hourly and the new 91 Owl, which will provide service on Ocean Avenue. The L Metro Owl and the 91 Owl now make timed transfer connections at West Portal Sta.

In addition, Owl routes for the N Judah and 90 Owl have been changed.

For more detailed information on these changes, please call 673-MUNI from 9 a.m. to 5 p.m.

A Blast from the Past

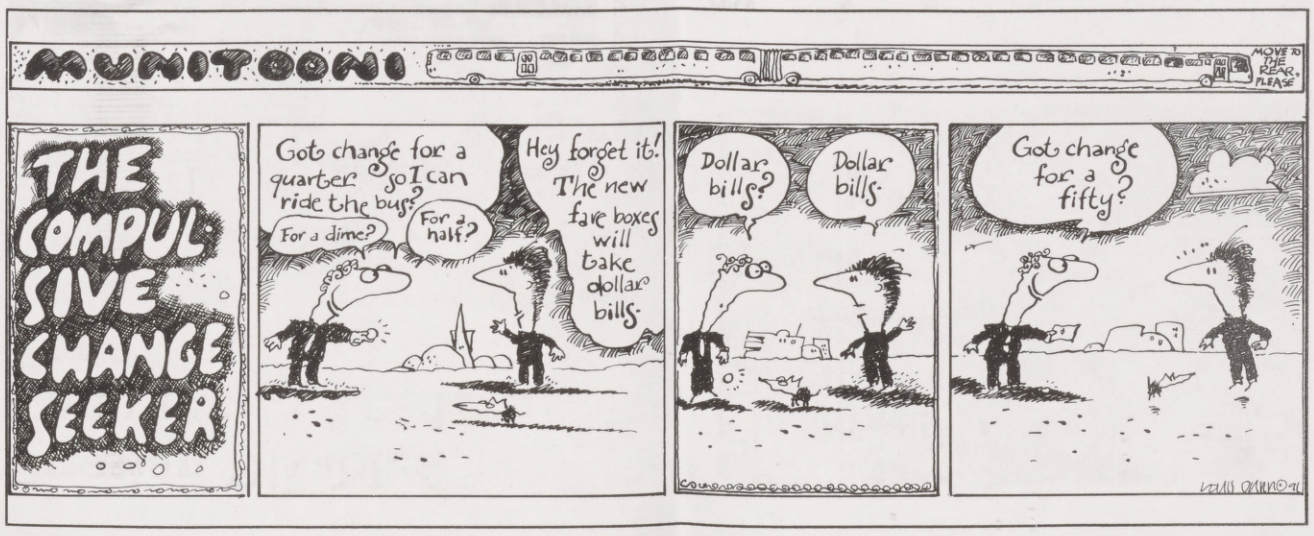
The Mission District back in the 1850s was considered a recreation area with resorts and formal gardens. A planked toll road connected the downtown area at Third and Mission to the "resort area" near what is now 16th and Mission. Early resorts reportedly featured theaters, a zoo, restaurants and formal gardens. A local newspaper described one of these resorts, Maclaren's Hotel located near Mission Dolores, as having a "delightful cold bath and a bar open round the clock." The first horsecar service started in July 1860, traveling from California and Market along Market to Valencia and 16th (from Historic Preservation in SF's Inner Mission, HUD-3610CD, May 1973.)

New Trolley Coaches

continued from above left

buses will be equipped with wheelchair lifts and kneeling features that drop the front steps four inches for elderly or disabled passengers. Each bus will be able to accommodate two wheelchairs at a time. They also feature a graffiti-resistant coating on the seats, and the exteriors will be painted with a special graffiti-resistant paint.

The buses incorporate seating for 56 passengers and can accommodate a total of 170 seated and standing passengers. They will first go into service in the Mission Corridor on the 14 Mission line.


MUNITOONI
MOVE TO THE REAR, PLEASE
THE COMPULSIVE CHANGE SEEKER
Got change for a quarter so I can ride the bus?
For a dime?
For a half?
Hey forget it! The new fare boxes will take dollar bills.
Dollar bills?
Dollar bills.
Got change for a fifty?

When Breathing Inside Air Makes You Sick

According to federal legislation introduced by U.S. Senator George Mitchell to establish on-going research into indoor air pollution, up to 15% of the U.S. population may be suffering from "environmental illness."

Environmental illness is a heightened sensitivity to many synthetic substances commonplace indoors today such as carpets, adhesives, paints, solvents, perfumes, cosmetics, cleaning and office supplies and others. Sufferers can experience a wide range of symptoms including allergic reactions, respiratory difficulty, disorientation, headaches, fatigue, muscle pain and gastrointestinal problems and dizziness.

In fact, people with environmental illness are now acknowledged as "disabled" by government entities including the Social Security Administration.

The Mayor's Disability Coordinator is currently formulating a policy to address "environmental illness" in San Francisco. Many sufferers report that riding on Muni or BART, for example, is particularly difficult because of the scented products both passengers and operators wear in a closed environment.

Although it is difficult to ask the public or Muni drivers to stop wearing perfume or aftershave, please be aware that such products may in fact be making people sick. Refraining from using such products or minimizing their use would be a courtesy to those passengers affected by environmental illness.

For further information on environmental illness, please call the Environmental Health Network at 415-541-5075.

F Line Construction

continued from front panel

islands were built. Similar construction on the Upper Market portion will occur in two phases: 1) Duboce to Castro from June to December 1992; 2) 11th Street to Duboce from early 1993 to late 1994. During these periods, track will be laid, new overhead lines will be strung, boarding islands will be built and landscaping of the median divide with Canary Island palm trees will take place.

When completed in early 1995, service will begin on the F MARKET line between Castro and the Transbay Terminal, replacing the 8 MARKET trolley bus. By 1998, the F MARKET will continue along the Embarcadero from Market Street to Fisherman's Wharf. Construction on the Embarcadero segment will begin in 1995.

The F MARKET may well rival the cable cars with the operation of 20 reconstructed PCC (Presidents' Conference Committee) cars, like those that ran in SF from the 1940s to the 1980s, along with Muni's fleet of historic streetcars from the U.S., England, Portugal, Germany, Italy, and Australia. Plans call for the PCCs to be painted in the same colors worn by similar cars when they were operated by the cities of Cleveland, Cincinnati, Kansas City, Philadelphia, Louisville, and San Francisco in times past.

Muni's historic streetcars ran on July 4th and again on the Labor Day weekend on the J line along Church Street and Market from Duboce to the Transbay Terminal. Some trips ran on the N line, too.

They'll run again the day after Thanksgiving – don't miss them for a sampling of what the future F MARKET line will be like every day! They'll be in service from approximately 10:30 a.m. to 6:00 p.m.

Credits

Muni Times is published by the Community Affairs Department of the Municipal Railway for the passengers of Muni. Comments and suggestions may be sent to:

Muni Times, Room 238
949 Presidio Ave.
San Francisco, CA 94115

Editor: Anne Milner
Typography/Layout: Nicolas Finck
Photography: Carmen Magaña, Kurt Wong, Gretchen Hildner
Printing: PUC/Muni Reproduction